ABSTRACT

A disc brake system [[~~(10)~~]] of the kind comprising an axially fixed hub [[~~(15)~~]]and at least one slideable brake disc [[~~(12,14)~~]] comprises a resilient device ~~means (26)~~ acting between the disc [[~~(12,14)~~]] and the hub [[~~(15)~~]] to control certain aspects of the movement of the brake disc [[~~(12,14)~~]] during use. Despite the thermal differential [[~~(A)~~]] arising in use between the brake disc [[~~(12,14)~~]] and the central hub [[~~(15)~~]]due to the ~~localised~~ localized heat generation [[~~(E)~~]] of the ~~spot-type automotive~~ brake system [[~~(10)~~]] and the mass and thermal capacity differences between the hub [[~~(15)~~]] and the brake disc [[~~(12,14)~~]], whereby the hub would be expected to provide a more satisfactory mounting, the resilient device ~~means (26)~~ acting between the disc [[~~(12,14)~~]] and the hub to control the disc dynamics is mounted on the disc. ~~(12,14), this leading to advantages in terms of. Such provides independence of the resilient bias with respect to disc position and disc [[(12,14)]] relationship to another disc (if present) and with respect to simplicity of mounting and avoidance of dirt entrapment.~~